AND SAYS, IN JAIL, HE'S AN EX-NAVAL LIEUTENANT.

Hotel Beat Nabbed at the Fifth Avenue for a 85 Forgery Thought to Be He Who Hired Special Cars as the Senator's Son Poses as Owen, Dismissed Officer

A young man who says he is Alfred (rosby Owen, a graduate of the Annapolis Naval Academy and a Lieutenant in the navy up to a year ago, when he was disleave, was locked up at Police Headquarters parently nobody but O'Gara saw him make last night on a charge of swindling the Waldorf-Astoria and Fifth Avenue hotels with bad checks.

The police think that Owen is the man personating Stephen B. Elkins, Jr., son of the United States Senator from West Vir-

Young Mr. Elkins was in Chicago on cen there ahead of him and had been hiring special cars in his name on at least

Lieut. Owen was dismissed from the navy on Dec. 12, last year, after being tried | leap. by court-martial for being absent from the battleship Massachusetts for nearly two months without leave and for "financial irregularities." These last included not baying back money borrowed from brother officers and passing worthless checks in His counsel made a plea for demency on the ground that he suffered from temporary mental aberration. The

plea was not entertained. The prisoner, who says he is this Lieut. Owen, is of good appearance and a clever talker. He was arrested at the Fifth Avenue Hotel yesterday morning. He went to the hotel on Wednesday night and registered as "Stephen B. Elkins, Jr." Then e filled out a check for \$5 on the National Bank of Elkins, W. Va., and got the hotel clerk to cash it. Yesterday morning Cashier ord of the hotel, who used to be at the Valdorf-Astoria, saw the check. Then he oked over the register and saw the name

Stephen B. Elkins, Jr."

When the Senator's son is in town he stays at the Wadorf-Astoria and Lloyd knew it. He suspected that something was wrong and sent Detective Mulholland of the hotel to the Waldorf to make inquiries. Mulholland learned that a man had been to the Waldorf on Monday night ad been to the Waldorf on Monday night nd had registered as "T. D. Elkins." He ngaged an expensive suite of rooms and en presented a check for \$50, signed stephen B. Elkins, Jr."

"You are not young Mr. Elkins," said he Waldorf cashler; "I know him." The man left the Waldorf in a huff, say-

ing that he would go to another hotel where his word wouldn't be doubted. When Mulholland learned this he got Detective Joe Smith of the Waldorf and ogether they went back to the Fifth Avenue. mith identified the man there as the Walori's pretended Elkins. The two Central vas arrested.

At Police Headquarters the prisoner s born in Brazil, was graduated from hapelis in 1897 and dismissed from the as born in Brazil and was the son of a aval Surgeon. He was appointed to a adetship in the Naval Academy from the District of Columbia in 1893, and served as a naval cadet on the Iowa in the Santiago ampaign during the Spanish-American War. Later he went to the Philippines,

here he remained until 1902. When he returned to the United States e was assigned to the battleship Massasetts as a junior Lieutenant. isappeared and complaints were made against him to the Navy Department. He was accused of borrowing \$300 from one officer and not paying it back, and also of passing worthless checks in this city. The court-martial, whose verdict resulted in his dismissal, was held at the Brooklyn pavy yard. It was said at the time certain eccentric actions before e left the Massachusetts it was feared that Owen was mentally irresponsible.

The alleged Lieut. Owen now under arrest

was sick at the Fifth Avenue Hotel on Wednesday night and Dr. Finch, the hotel physician, attended him. Dr. Finch is an Annapolis graduate, but he didn't recog-The man who impersonated young Elns in Chicago hired a special car on the oek Island Railroad, but to do so he ought and paid for twenty tickets. It is inderstood that he did the same thing on he Lake Shore Railroad, but the raileads say they have no complaint against im, as he paid for the tickets. Capt. Langan of the Detective Bureau

sestioned the prisoner, but he refused to av why he pretended to be young Elkins he was the man who had impersonated Elkins in Chicago. He said that he came to this city on Monday over the Pennsylvania Railroad. The man who represented imself to be young Elkins in Chicago is aid to have left there on the Lake Shore

TRAINING SHIP IN DANGER. The Monongahela Came Near Going on the Rocks Off Newport.

NEWPORT, R. I., Aug. 20.-The training ship Monongahela narrowly escaped running on the rocks off this port, in making her way to sea on Wednesday morning. The ship had hardly got outside when the wind fell and the ship was left drifting. Being unable to make headway against the tide she slowly drifted toward the rocks. The anchor was dropped to prevent the ship from going on them. A kedge was sent out in a boat and several hours later the ship was hauled off in deep water.

J. R. STANHOPE'S CREW SAFE. Men of a Steamship Lost in the Hurricane

Arrive in Honduras. NEW ORLEANS, La., Aug. 20.-A telegram om Puerto Cortez, Honduras, reports the arrival there of the crew of the American steamer John R. Stanhope from Mobile, which was sunk in the recent Gulf hurricane. The crew were rescued by the

steamer Bratten, from New Orleans. MONUMENT TO ARTHUR.

Vermont Honors the Memory of the Ex-

President, Her Native Son. BURLINGTON, Vt., Aug. 20.-Vermont -day honored the memory of the only son of the Green Mountain State who ever occupied the Presidential chair, when a modest memorial of native granite was erected at Fairfield, the birthplace of Chester A. Arthur. The occasion was one of the events of Old Home Week and was attended by a throng of people both from within and without the State

The oration of the day was delivered william E. Chandler of New Hamp-lent, Secretary of the Navy under Presient Arthur. An address was also devered by Robert T. Lincoln of Chicago, ecretary of War under President Arthur. The monument is a modest affair and heurs The monument is a modest affair and bears the inscription: "On this spot stood the rottage where was born Chester A. Arthur, the 21st President of the United States."

There are 45 Specially Attractive Pictures

SWINDLEDAS "S. B. ELKINS, JR." NEGRO JUMPS FROM NEW BRIDGE. Cody Did It to Win Back His White Wife, He Says-Lives After Fall of 147 Feet.

Frank C. Cody, a negro, 39 years old. who leaped from the Brooklyn Bridge about a year ago, repeated his act last night on the new Williamsburg Bridge. He jumped from the centre of the span, a distance of 147 feet, and was picked up in the water unconscious by Bernard O'Gara of 200 John street, Brooklyn, who was in midstream in a small boat. The negro was removed in an ambulance to the Eastern Dismissed for being absent from duty without trict Hospital suffering from shock. Ap-

the jump. Cody lives at 666 Atlantic avenue, Brooklyn. Last year he married Miss Elvia who has been going through the West im- Anderson, a daughter of a Brooklyn letter carrier. It was an elopement and the marriage greatly displeased the girl's parents, who are white. Cody's wife dis-Saturday and found that somebody had appeared last year, and, according to his story, he tried to win fame and money in order that he could win her back and let her live a life of luxury. Cody told a Sun reporter last night just how he made the

"Months ago," he said. "I began training for the jump. I went up on the structure again this afternoon, mingling with the men at work and surveying the situation, as I had fully made up my mind to jump before night. Then I went to Steve Brodie's place on the Bowery, where I saw Griffo, his manager, and others, and told them I was going to jump off the bridge. I borrowed a quarter and went to Brooklyn. where I found that the police had learned my plans and were watching for me.

"I went over to Williamsburg and found them there, so I crossed to New York and climbed up the inside of the tower to the roadway, where I hid until the men quit work at 5 o'clock.

"At 6 o'clock I went to the middle of the span and dropped down to the river be- GIBBONS ON CONCLAVE SECRETS, tween the girlers. That was all that remember until I woke up here in the

O'Gara told the police that he heard splash in the water near his boat, and saw Cody lying on his back. A charge of attempted suicide was made against the negro and a policeman was sent to the hospital to guard him.

From the Leadership of the Celebrated

Ashfield Dinners. ASHFIELD, Mass., Aug. 20.-What may be the last of the celebrated Ashfield dinners took place to-day in the Town Hall Charles Eliot Norton, formerly professor of fine arts of Harvard University, presided dress. He mentioned the fact that it was the twenty-fifth anniversary of the dinners, and said that one object, that of the revivi-

fying of Sanderson Academy, had been accomplished. He paid a tribute to George William Curtis, "the charm of whose presence had done much to make the dinners notable," and also spoke of James Russell Lowell's speech of sixteen years ago on his definition of the true American spirit. Others who had graced the board, he said, were Howells and Warner, Chad-

wick and Cable, Choate and Phelps. At occurred over imperialism, special exception being taken to the remarks of ex-Gov. Daniel H. Chamberlain. Prof. Norton said to-day he had nothing to retract. The other speakers were President Pritchett of the Institute of Technology, William James, professor of philosophy at Harvard; Dr S. Stanley Hall, Sir Frederick Pollock, professor of jurisprudence at Oxford Uni-

WAR GAMES PREPARATION. Rattleshin Illinois Makes a Record in

Coaling From a Collier.

versity, and Mrs. Booker T. Washington.

ROCKLAND, Me., Aug. 20.-The preparation of the North Atlantic fleet for the war games of next week was begun at daybreak this morning, when the battleships Kearsarge and Illinois undertook the disagreeable task of coaling from colliers. Heavy rain fell at intervals during the day and there was continuous dense fog and drizzle, but this did not interfere with the

work of filling the bunkers. At 90'clock the band of the Illinois started in to cheer up the crew, and as a result the vessel took aboard 152 tons of coal in an hour following. This is said to be the best record made by any ship in coaling from colliers. Many visitors arrived here to-day to see the warships, but had a sorry time of it on account of the rain and fog No two vessels were visible at the same time to any person.

It is the expectation in the fleet that the warships will remain here until Aug. 25, when they start to attack the Portland

MRS. FINCKE MAKES A SCENE. First Officer of the Collier Leonidas and

His Wife Arrested in Norfolk.

NORFOLK, Va., Aug. 20.-The quarrel between William Fincke, first officer of the collier Leonidas, and his wife was renewed to-day and they were arrested for disorderly conduct on a ferryboat. Fincke had the infant child, for whom there was a contest in the courts, and who has been awarded to the husband. He was taking it to Brooklyn, where the wife says a fort-une awaits it. The wife struggled to take the child from the father and made such a disturbance that the police were called.

edell to See the President To-day, OYSTER BAY, N. Y., Aug. 20.-The President's only guest to-day was J. M. Dickinson of Chicago, general counsel of the Illinois Central Railroad. Mr. Dickinson's visit was purely social. He was one of the men who entertained Mr. Roosevelt on his

bear hunt in Mississippi a year ago. Gov. Odell will take luncheon with the President here to-morrow. The Governor, it is said, will come at Mr. Roosevelt's request to talk over the political situation in the State. He will get here in the morning on the Aileen, on which he

saw the races to-day. Cortelyou will pay a visit at Secretary Sagamore Hill to-morrow.

Steamer Falcon Grounds on Sandy Hook. The fishing steamer Falcon went ashore on the point of Sandy Hook last night Life savers who went to her assistance re-ported that she was in an easy position and would probably float off at high water.

can't buy a better collar button than the ntz One-Piece. There's none so good.—Adv.

THE SULTAN BOWS TO RUSSIA.

ACCEPTS TERMS FOR REFORMS WHEN FLEET ARRIVES.

Acting Governor of Monastir to Be Censured and European Officers to Be Put in Charge of Macedonian Gendarmerie-Rumors of Intervention

Special Cable Despatch to THE SUN. LONDON, Aug. 20 .- The Sultan has accepted the peremptory demands for Macedonian reforms which the Russian Minister presented at Constantinople concurrently with the arrival of the Russian fleet at Midia. He demanded that Hilmi Pasha, Acting Governor of Monastir, be censured, and that European officers be appointed to command the gendarmerie in Macedonia, and that certain Turkish officials be removed from office.

It is expected that Austria will forthwith present a note identical with that of

Despatches from Constantinople say that political circles there think that things are drifting in the direction of a European conference on Turkey's system of administration. It is recalled that the British Minister at Constantinople proposed the appointment of European officers for the gendarmerie last December. Russia then objected on the ground that the Sultan proposed to enroll a number of German officers for this purpose.

The Independance Beige of Brussels says that Russia and Austria have arranged to intervene directly to restore order in the Balkans. Russia will act by sea and occupy the Dardanelles and the Bosphorus Austria will act by land, and Italy will exercise surveillance in Macedonia. After peace is restored the Powers will withdraw and restore full liberty of action to Turkey.

Tells of the Surprise at Austria's Positive Veto of Cardinal Rampolla.

Special Cable Despatch to THE SUN. ROME, Aug. 20 .- L'Avenire D'Italia, a Catholic organ of Bologna, publishes an interview that Marquis Crispolli had with Cardinal Cibbons at the Turin station. The Cardinal said that Cardinal Sarto was PROF. C. E. NORTON KETIRES in earnest when he pleaded to be excused from being elected Pope.

With trembling voice and eyes streaming with tears he asked the Cardinals to fix their attention upon worthier men. When the next scrutiny showed that he was still his personal and intellectual unfitness. as usual, and he gave his valedictory ad- His humility, sincerity and evident wisdom speedily won the votes of a great majority of the Sacred College. Cardinal Gibbons added that the Austrian

> Rampolla came as a thunderbolt. When Cardinal Jan Puzyna Kniaz von Kozielsko, Bishop of Cracow, rose and announced the reto and said that he spoke in the name of Emperor Francis Joseph, the Sacred College remained stupefied at the audacity. Apart from this incident the internal life of the Conclave was regular and edifying. It is stated that Cardinal Rampolla is about to take his first holiday in sixteen

eto of the possible election of Cardinal

years. Only once in that period has he been outside the Vatican, and that was when he went to Frascati to attend his mother on her deathbed.

SALISBURY DYING.

Family Has About Given Up Hope of Former Premier's Recovery. Special Cable Despatch to THE SUN

LONDON, Aug. 20.-Viscount Cranborne, eldest son of Lord Salisbury, announced on behalf of the family at 10 o'clock tonight that there is little hope of Lord Salisbury's recovery. It was reported earlier in the evening that he was dead, but he made a slight rally.

An announcement of the ex-Prime Minister's approaching end has been sent from Hatfield House to King Edward, who s at Marienbad, and to Queen Alexandra, who is at Balmoral Castle, in the Highlands. The Lancet says that Lord Salisbury s suffering from Bright's disease, accompanied by cardiac and pulmonary symptom

PREMIER ACTS AS BEST MAN. French Minister of Marine Weds a School mistress.

Special Cable Despatch to THE SUS Paris, Aug. 20.-M. Pelletan, Minister of Marine, married to-day Josephine Denise. schoolmistress, at the office of a district Mayor. Prime Minister Combes acted as

HOTEL CLERK FIGHTS THIEVES. Mortally Wounds One and Prevents Hold up-Another killed in Chase.

Sr. Louis, Mo., Aug. 20 .-- Claude A Dawson, 17 years old, night clerk of the St. Charles Hotel, resisted an attempted hold-up of the place this morning, fatally wounding one of the robbers, though he received two bullets in his left arm.

Dawson was alone in the office when men entered and ordered him to open the safe. Pretending to comply with their request. Dawson bent down, and when he arose he had a pistol in his hand. He opened fire on the robbers, one of

whom grabbed hold of his left hand son reached around and fired at this one, and then the bandits ran, firing as they went. A third man, who stood on guard in the lobby, took part in the shooting. The crack of the pistols brought Officer Cremins and he started after the robbers, who kept firing back at their pursuers. Cremins was hit by a bullet in the ankle Policemen Gordon and Murphy joined in the pursuit, all firing. The shot that struck Cremins put him out of the fight, but Murphy and Gordon continued the chase, finally capturing Joseph Wright, the fatally wounded robber.

A few minutes later John McAulfffe, a deputy constable, fell dead at the corner of Biddle street and Broadway. He had been shot through the head. It is gen-erally believed that McAuliffe was the hird man in the attempted robbery of the otel. He had a criminal record, murder being one of the charges against him.

NORFOLK, Va., Aug. 20 - Mrs. Jerome Merrill while fondling and kissing a pet norse here to-day had both lips almost bitten off.

Burnett's Vanilla Extract Used and highly indorsed by all leading hotels

Excursion of Fall River Line Steamer out on the Atlantic Sunday, August 23, 1 to 5:00 P. M. See adv.—Adv.

BELKNAP WORKS A HANDCAR. Republican Candidate for Governor

Kentucky Keeps an Engagement. LEXINGTON, Ky., Aug. 20.-In order to

fill his appointment to make a speech at Grayson, Ky., Col. Morris K. Belknap. the Republican candidate for Governor, was compelled to pull a handcar with Steve Willis of this city from Lexington to Beattyville Junction to catch a train for Grayson. They had the right of way, and kept the engagement, but Mr. Belknap was almost exhausted by his hard work on the handcar.

JEWELS AND MAID FOUND. Marchioness de Mores Finds Them Both After Three Days' Search.

NEWPORT, R. I., Aug. 20.-The Marchioness de Mores, who has just arrived at Newport from Paris, is rejoicing over the return of her jewels, which, with the maid who had charge of them, have been missing for two days. On the way here from New York on Monday the Marchioness changed cars at Wickford Junction, the French maid remaining in the car. The Marchioness did not miss her until the train had gone and the maid was on her way to Providence.

The police were notified and a search was made for the maid. She first drifted to Fall River, then to Jamestown, and then Narragansett Pier, where she learned the whereabouts of her mistress. She was returning to Newport when she was found by the police, who sent her to the place where the Marchioness is stopping.

LUCKY" BALDWIN NOW MAYOR. He Owns the Town, and the First Street

Will Be a Circular One for Horses. Los Angeles, Cal., Aug. 20 .- At the first neeting of the trustees of the new city of Arcadia, which "Lucky" Baldwin has established at his Santa Anita ranch, the wner of the city received the title of Mayor hrough unanimous selection. The members of the board of trustees appointed themselves to look after different matters of finance, lighting, making of streets, &c.

It is intimated that one of the first streets to be laid out will be circular, one mile in circumference, to be used exclusively for saddle horses with pedigrees. The new town is surrounded by the orange groves of Baldwin's great ranch, which is the finest estaté in southern California.

COTTON CLIQUE'S WINNINGS. Seven Men in New Orleans Said to Have

Cleaned Up \$7,500,000. NEW ORLEANS, Aug. 20 .- Publication of detailed and apparently unofficial story of the gains made by the cotton bull clique preferred he offered proof after proof of was made in the Daily State to-day. The figures given are: Number of bales of spot cotton bought by elique, 250,000; this was at an average price of 9 cents a pound and sold at an average of 12 cents, thus showing a gain of \$3,750,000. Future deals were based on a ratio of two to one actual ootton, and cleared for the members of the elique the same amount, or a total of \$7,500,-000 up to the end of July. The seven men who made this money are; W. P. Brown. leader of the clique: H. DeL. Vincent, Frank B. Havne, Mason Smith, T. J. Majors, C. C. Cordill and F. L. Longshore, all of New

Orleans. \$100 FINE FOR BRIBERY. Hissouri Senator Convicted, but Gets a

Light Sentence. JEFFERSON CITY, Mo., Aug. 20 .- The jury in the case of Senator Sullivan, charged with soliciting a bribe in the baking powder legislation, returned a verdict of guilty, assessing his punishment at a fine of \$100. the maximum, though the verdict could have carried with it two months' imprisonment. had the jury so willed. This was the first of the legislative boodling cases to go to trial, and while the State's case was admittedly weak, it resulted in a conviction. Referring to Major Newton, one of the witnesses for the defence, Attorney-Gen-eral Crow said: "I believe that Major Emmett Newton gave perjured testimony from that stand. I challenge the lawyers for the defence to meet this charge."

CROWD AT THE TILLMAN TRIAL Little Room in Lexington, S. C., for the

500 Witnesses Summoned. AUGUSTA, Ga., Aug. 20 .- Fully a month before the date of James H. Tillman's trial for killing N. G. Gonzales at Lexington that I was is in a quandary as to how to provide for those who are compelled to attend the trial. Lexington has only 900 population and there are 500 witnesses summoned in the case. Every room in the town has been engaged already and half the witnesses are still unprovided for. Estimates are that 600 people will be present. and there is no possible provision that can be made.

HORSE KICKS CHARLES OXX.

Seared by a Trolley, It Smashes a Buggy

and Then Drops Dead From Fright. Charles Oxx of the Boulevard and Neptune avenue. Coney Island, who owns a few racehorses and several fast trotters. was driving one of the latter along Neptune avenue yesterday afternoon when the horse was scared by a passing trolley car and kicked the sulky to splinters. was thrown to the ground and received a kick in the head from one of the horse's

In the midst of its tantrums the horse suddenly dropped dead. A veterinary surgeon said that the animal died of heart failure caused by fright and excitement. Oxx was not seriously injured. W. N. AMORY SELLS HIS HOUSE.

Mrs. Schlessinger Buys His East Sixtysecond Street Residence.

William N. Amory, who was identified with the suit brought against the Metropolitan Street Railway, sold his residence at 127 East Sixty-second street yesterday. It is a three-story and basement dwelling on a lot 18x72 feet. The buyer is Mrs. Fannie Schlessinger, who intends to occupy the house. The deal was negotiated by Frederick T. Barry. Mr. Amory, it is said, has bought another dwelling on Washington Heights. The price was not announced.

The President's Son Goes a-Hunting Big Game.

OYSTER BAY, N. Y., Aug. 20.-Theodore Roosevelt, Jr., accompanied by his young cousin, George, a son of Mr. Emien Roosevelt, has started for Deadwood on a hunting expedition. The boys will be met at Dead-wood by some friends of the President who knew Mr. Roosevelt when he had a ranch in that country. The boys will be gone for several months and will hunt for big game.

The Illustrated Sporting News Has Printed he best yachting pictures and will continue to.—Ade.

SHAMROCK OUTSAILED

Reliance Well to the Fore in a Drifting Match.

FIRST CUP RACE NO RACE AT ALL

Yachts Unable to Get Home Within the Time Limit.

The Defender Rounds the Mark and on the Run Back Passes the Challenger Coming Out-Shamrock Gets Away First-Barr Outpoints and Overhauls His Opponent-Experts, Nevertheless, Not Sure the Cup Is Safe-Steamboat Fleet and Steam Yachts Race to Port.

The first meeting of the Titanic ingle-stickers, Reliance and Shamrock III., ended in a fluke yesterday, to light and baffling breezes. During the first hour of the contest, which began in a southwesterly air varying in force-if its feeble weight may be so dignified-from three to six miles, the American yacht demonstrated that she was superior to the British racer by outpointing her handsomely.

In the easy familiar Yankee style which isually has distinguished the Herreshoff creations, the Reliance carved her way through crestless swells into the very eve of the wind. When the challenger's skipper found that he could not hope to get the inside the Hook. weather gauge on the Reliance he tried to offset his opponent's undubitable advantage by slipping through her lee. To do this he eased off a bit at times; but he could not gain in footing what he had lost in pointing.

To many trained observers of the unsatis actory duel it appeared that with mere zephyrs bellying their gorgeous sails and in a moderate swell of a sea Shamrock III s minutes inferior to the Yankee ship.

THE ON-LOOKERS.

Distinguished folk from two worlds, in the most resplendent feet ever gathered at a battle for the Cup, were on the rolling deep to see and applaud the racers. The biggest and best of Sound and river steamers, the most magnificent and swiftest of yachts, and a great flotilla of small-fry craft formed a vast semicircle, suggestive of a marine amphitheatre, three or more miles in extent astern and to the port and starboard of the immaculate sloops.

The patrol fleet of the Revenue Marine Service, which was a trifle behind schedule in getting to the scene of the race, kept the two divisions of the fleet of spectators so far out to sea and so close to the Jersey shore that they didn't see much of the mand uvering. The starboard division had a fine view of Jersey summer resorts and the port division gazed on a beautiful stretch of water, bounded on the east by Europe, for several hours.

Later, when the Reliance, to the whistles of an infinite variety of tone, the thunder and bark of big and little guns, a clamor of bells and exultant shouts and screams of patriots, turned the outer mark, fifteen miles from Sandy Hook Lightship off Asbury Park, the multitude afloat had a

chance to see the yachts. They were permitted to gather within a half mile of the mark and take in the turning. Everybody knew then that it was impossible for the American vacht to finish within five and a half hours, the time limit set for the race. This knowledge, however, had no restraining in-

fluence on the enthusiasm. GETTING AWAY.

The racers got away on their course of fifteen miles dead to windward, or south southwest, parallel with the Jersey coast without making strenuous efforts to win advantage by jockeying. The Shamrock crossed the line at 11:01:14, thirty-three seconds before the Reliance. Capt. Barr put the Yankee yacht on the weather quarter of the Shamrock and kept her there. Such was the amplitude and lightness of the sail of the marvellous racers that they moved in the mere ghost of a breeze like ghosts themselves. They carried practically the same sort of "muslin," including flawlessly fitting club topsails, fore staysails, jibs and handkerchief jib topsails. The Shamrock's jib topsail was a trifle larger than that of the Reliance, and she soon hauled it down and set a smaller one when her talent found that it was heading her

To the unpractised eyes of those who were near enough to see the yachts clearly the Shamrock appeared to be leading. The experts saw clearly that the Yankee boat had crept well out on the weather quarter of the challenger. The racers were only dimly visible to both the inshore and port divisions of the attending fleet

LOST IN A STORM CLOUD Over toward the Atlantic Highlands a slaty storm cloud formed, and presently there came rushing across the water, like the white crest of a flood, the swish of the storm. The long line of crowded craft shoreward vanished as if a gauzy curtain had been rung down on it. The swish soon enveloped the giant strugglers and they melted away in it as if they had been simply vapor creations. What they did in the few minutes of complete obscuration nobody ventured to guess; but when the heavy shower passed they became visible, still on the starboard tack, with the Reliance in somewhat better windward posi-

Just after noon the shower grew thicker and again the yachts, first becoming mere shadow shapes, gradually were swallowed by the mists. They materialized a few minutes later, and it was seen then that the Reliance was about a third of a mile to windward, and just abaft the beam of the Shamrock.

THE FIRST TACK. Within a minute and a half after the Briton made her first tack, going about on the port, the Reliance came around. planting herself on the weather bow of her rival. Vainly the Briton made an effort to gain by footing what she was losing in pointing. The breeze began to fall and the contending giants, as they rose and fell in the long undulations of the frothless swells, sent fountains squirting

from under bows, mainsails tremulous and head sails flapping. The air barely lifted flags and pennants from staffs, and the sea went to sleep, the amateur tars with brand new vachting caps liked. It seemed remarkable to the generation that had seen the races of twenty years ago that the splendid ships should be able to keep steerage way. They did, but their skippers were ambitious to get out to that far-off windward mark, and they treated the masses affoat to an unusual racing spectacle. That is, they lowered their small headsails and set balloon jib opsails, and thus continued their indolent

windward flight. Naturally this wealth of headsail prevented them from pointing high, but it gave them more speed. The Shamrock was first in making the experiment.

The breeze began to shift to westward as the Reliance neared the windward mark. Finally, when she turned, much too late to make the home mark within the time limit for the race, the breeze came in from northwest, blowing about ten miles an hour. This is what the Weather Bureau, which is sometimes infallible, said would happen.

AN UNOFFICIAL BRUSH. As the Reliance headed for home, closehauled, with the breeze over the port bow, the Shamrock, moving swifter than at any of the Reliance, and Mr. Iselin and the other time of the race, was within a mile and a half of the outer mark. Challenger and challenged passed each other about

seven minutes later. No signal had been displayed from the committee boat Navigator announcing that the race was off. It was really an unnecessary formality. Shamrock's talent thought so, evidently, as she came around, headed into the new wind, and, hauling down her balloon, went on in the wake of the Reliance.

It looked as if the Shamrock's skipper wanted to get a line on the Yankee flyer. They forged along under the same sort of sail for several minutes. Club topsails were sent down then and signals set for tugs, which towed the yachts to anchorage

BIG STEAMERS PACE HOME The real racing of the day began when the fleet of steamships, yachts, tugs and nondescript craft started for home. The horizon became storm-like with the black vapor from the funnels of the throbbing processions, and the sea itself was churned to suda by the smashing of paddle wheels and propellers. Tugboat men with grudges

if they had had niggers on the safety valves. The Plymouth of the Fall River Line, a sidewheeler, and the Richard Peck of the New Haven Line, a twin screw, had what appeared to the spectators to be a mighty struggle for supremacy that lasted two

to settle were blowing off steam, and the

big sidewheelers couldn't have gone faster

The Peck was several times in the impeding wash of the big Fall River boat. She got a slight advantage, lost it, regained it, and lost it again. At least that's the way the folks afloat viewed the matter. It looked from the newspaper tug Luckenbach as if the big ships were about evenly matched. But they belong to the same company, and the skipper of the Peck says he was just "jollying" the Plymouth.

SPRINTING YACHTS.

Next in interest to the supposed race of the Sound boats was the contest be tween J. P. Morgan's yacht Corsair, W. B. Leeds's Noma and H. H. Rogers's Kanawha. It was mighty pretty while t lasted, which was less than half an hour The Corsair didn't seem to be doing her best, but the Noma and the Eanawha went at it in deadly earnest. The Kanawha, which is a twenty-knotter and has in official racing defeated the Noma, did the trick unofficially. She led the yacht

fleet into port. The turbine yacht Tarantula, credited with a speed of twenty-six knots, did not hook up to try conclusions with the propellers. She appeared to be satisfied with dashing around, looking wicked and rakish.

STORY OF THE FLUKE.

Barr Seemed the Better Skipper-Nothing Much to Judge the Boats From. Every one was astir bright and early yesterday morning on the two racing

vachts, Reliance and Shamrock III., which were anchored in the Horseshoe inside Sandy Hook, waiting for the first race of the series for the America's Cup. The sky was overcast, rain had fallen, and there was just the gentlest kind of a zephyr blowing over the water. Sail covers were taken off, and shortly after 7:30 o'clock staysails and jibs were

sent up in stops on each boat. And then, about 8 o'clock, the Shamrock's crew sent up the mainsail, and a few minutes afterward the Reliance's crew got to work on the big piece of canvas on the American boat. The New York Yacht Club burgee was sent up to the truck of the Reliance, and the burgee of the Royal Ulster Club was mastheaded on the Shamrock. Shortly after colors, Mr. Iselin and his

Reliance. Mr. Iselin had a short conference with Capt. Barr, and then the big club

On board with Mr. Iselin were W. B. Duncan, Jr., Woodbury Kane, Newberry D. Thorne, Herbert C. Leeds, Dr. Monahan and Nat Herreshoff, the designer of the boat. H. M. McGildowney was on board to represent the Royal Ulster Yacht Club

As soon as the defender was under way a line was passed from Sharnrock III. to the tug Cruiser and the challenger followed the Reliance toward the battleground. On board the Shamrock were William Fife. the designer; Col. Sharman-Crawford, vicecommodore of the Royal Ulster Yacht Club; Col. D. F. D. Neill and Robert Bacon, who the same way. represented the New York Yacht Club.

THE SKIPPERS. Capt. Barr sailed the Reliance, and Capt. year, was with him to assist. Capt.

Robert Wringe sailed Shamrock III., and | boats about half a point. had with him Capt. Bevis of Sir Thomas Lipton's first challenger. As soon as the Shamrock was clear of | dare tack with the Reliance, because that the point of the Hook the crew sent up | would have enabled the Shamrock to tack the large club topsail, and when everything on his weather quarter. Capt. Wringe, was made taut those on both boats waited

few minutes before 10 o'clock, tows were cast off and the yachts sailed about in the vicinity of the lightship. The Regatta Committee were on board the tug Navigator. The committee are

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ex-Commodore S. Nicholson Kane, Newbury breathing somewhat more heavily than D. Lawton and Edward H. Wales. The Navigator arrived out at the lightship shortly after 10 o'clock, and at 10:25 o'clock signalled that the course would be fifteen niles to windward and return. Baby jib topsails were then sent up on each of he racing boats, and they were broken out at 10:33, the wind being so light that they helped the boats in the manouvring.

THE COURSE.

The committee signalled that the course would be south-southwest, and the committee boat made the line, anchoring eastsoutheast of the lightship. The tug John H. Scully started off to log the course, and the tug Coastwise started after her, steaming slowly, to act as a guide boat for the racers and to check the Scully.

The wind at that time was from southsouthwest, and it was blowing according to the anemometer on the point of the Hook at the rate of 3.5 miles an hour.

ALL READY.

When the preparatory gun sounded at 10:45 both yachts were on the starboard tack, the Reliance leading. Both were headed southeast, and the Shamrock was to leeward. Capt. Barr stood at the wheel amateurs on board were gathered round the wheel. The crew were all at their stations, ready to carry any order out

that was given. Capt. Wringe held the wheel on the Shamrock, and Mr. Fife was standing right behind him Capt. Bevis was ready to carry forward any orders that Capt. Wringe might give him.

The Shamrock was footing faster than the Reliance and drew up on her, taking a position under the Reliance's lee quarter About two minutes after the gun the Reliance hauled more on the wind and the Shamrock followed her example and luffed right across her stern, beginning to pinch out to weather of the defending boat.

The wind backed a point to the westward, and both yachts headed close-hauled to the south, the Shamrock working out to weather of the other boat. The air was paltry; the two yachts stood up as stiff as the proverbial church steeple, and made

little headway. Five minutes after the preparatory gun the wind had gone to the southwest by west, and the two boats were heading as high as the guide boat showing the direction of the course.

The big fleet of excursion steamers had formed an are around the line, and the whistles of the revenue cutters were sounding to turn back those that were trying to get nearer in order to give those on board a good view of the race. There was plenty of room for the yachts to manœuvre, considering the lightness of the weather.

JOCKEYING FOR THE START. At 10:58 the Reliance took the port tack, and headed back toward the Sandy Hook lightship, due north. She crossed the bow of the Shamrock just as the warning gun sounded.

At that moment Capt. Wringe brought

the Shamrock on the port tack and followed on after the Reliance. They had the wind on the port beam, and Reliance bore off across the Shamrock's bows. Wringe pinched up to work out on the weather quarter of the defending boat. The Reliance was footing fast and bearing away from the Shamrock. She got a little puff that seemed to favor her and an open bit of clear water showed mighty the two boats. With three minutes to go she bore off toward the committee boat end of the line. The Reliance hauled the wind again when near the committee boat and reached on toward the Sandy Hook lightship, and the Shamrock followed her

THE START. The Reliance passed to the westward of the lightship, while the Shamrock passed between the lightship and the committee boat. Both vachts were on the line jusas the starting gun sounded at 11 o'clock. The Reliance wore ship and gybed. The Shamrock gybed when close to the line. She spun about like a top, and crossed the line in the lead, the Reliance about two

lengths astern on the weather quarter. The Reliance had come down with good way on her, while the Shamrock gybed just on the line, which held up her headway. The Shamrock was timed at 11:01:14 and the Reliance at 11:01:47. Both were on the starboard tack, head

ing south-southwest. Every man on the two boats was lying at the lee rail to heel them as much as possible to their lines. Two figures in black were prominent in the white streaks of the crews' uniforms. They were the skippers, handling At first the Reliance seemed to walk right up on the Shamrock, but the Sham-

rock soon gathered headway again, and

for some time they sailed along without

any relative change in position. The Re-

liance was pinched, and her topsail was

shaking in the wind, while the bigger sail friends from the Sunbeam boarded the on the Shamrock was kept full and was drawing well. There was a slight ocean roll coming topsail was got out, bent onto the spars and in from the southward and eastward. The sent aloft. It was just ten minutes before | Shamrock went through it without making 9 o'clock when a line was passed from the any fuss at all, and her sails were kept Reliance to the tug Guiding Star, moorings; drawing all the time. The swell caught the were slipped, and the defender was on her Reliance under her flat bow, and lifted her way out to the starting line at Sandy Hook | slightly, so that she slatted the wind out of her sails, checking her headway. The Shamrock was in a position to backwind

> the Reliance, and the honors seemed to be with Capt. Wringe at the start. The excursion fleet divided into two squadrons. One division, led by revenue cutters and guardships, headed to the southward, and the second division, led by the Gresham, headed to the eastward.

SHAMBOCK DRAWS AHEAD Slowly but surely the Shamrock was im proving her position, and ten minutes after the start she had increased her lead to

about 100 yards. Both were pointing about The air had grown just a little stronger It was coming from southwest by south, having shifted again since the start. This Lem Miller, who sailed the Columbia this | breeze lasted for only about five minutes, and at 11:15 died down and headed both

There appeared to be much better wind in under the shore, but Capt. Barr didn't on the Shamrock, couldn't tack because for the start. When near the lightship, a the Reliance was just a little to weather and he hadn't room to cross the Reliance bow. The air grew light and paltry. First one boat would get a favoring puff and head out, and then the fluky wind would favor the other; but still they held close

together, the Shamrock apparently footing The entire service of the Hudson River Day is built and arranged exclusively for the har of tourist travel. No freight. Adv.